Bulletin #2010-003 22 – February - 2010

Subject:
Catalytic converter and Production Category air induction clarifications

Overview:
Effective immediately, the following rule changes are made:

1. Add the following definition to Article 1.9:

   duct
   A tube, pipe, or hose used primarily to convey air between components.

   Rationale: Adding this definition simplifies changes to Article 10.2.B.13.

2. Replace Article 10.1.F with the following:

   F. For all vehicles in all classes for all Performance Rally events, a functional catalytic converter shall be installed. Functionality shall be determined by a visible and complete grid within the catalytic converter.

   The only exceptions that may be granted to the above rule, and then only if documentary evidence is kept with the vehicle logbook, are:

   1. For vehicles running the event powered by diesel or alternate fuel.
   2. For vehicles that were imported into the USA prior to 1980, and that did not have a similar model by that manufacturer that was sold in the USA in the same model year in all 50 states with a catalytic converter.
   3. For ~~U.S.~~ vehicles sold ~~prior to an EPA catalytic converter requirement~~ before 1975.

   Rationale: The exceptions to when a catalytic converter was required were incomplete, incorrect and, if strictly interpreted, unenforceable. These clarifications are intended to correct all of those deficiencies.

3. Replace the second paragraph of Article 10.2.B.11 with the following:

   Aftermarket replacement radiator hoses and liquid coolant hoses are authorized for P, PGT and SP vehicles, provided that their installation requires no other component modification (direct OE replacement). No other hoses may be

replaced by aftermarket hoses (for example, aftermarket intercooler connection hoses are not allowed), unless authorized elsewhere by Rally America.

Rationale: SP was mistakenly omitted when the class was created.

4. Replace the first paragraph of Article 10.2.B.13.f with the following:

   In Production GT vehicles, replacement inlet ducts, which connect from the supercharger or turbocharger inlet / restrictor to the airflow meter may be substituted in place of the original equipment duct for the purpose of easier access to the restrictor. The function and purpose of the duct must be the same as the original. All original equipment connections must be retained.

   Rationale: The rule applied to superchargers as well as turbocharger, but superchargers were unintentionally omitted. This change corrects that.

5. Replace the third paragraph of Article 10.2.B.13.f with the following:

   In Super Production vehicles, all inlet ~~these~~ ducts are unrestricted, provided that their original function and connections are maintained.

   Rationale: The previous wording of the rule gave the mistaken impression that only ducts which connect from the turbocharger to the airflow meter were free. The new wording reflects the original intent of the rule.

Questions regarding this bulletin received by Rally America from licensed Drivers and Co-Drivers will be answered in writing.